

Final Environmental Impact Report

SCH No. 2022040023

Ramona Gateway Project



Lead Agency:

City of Perris

11 South "D" Street
Perris CA, 92570

February 2023

**FINAL
ENVIRONMENTAL IMPACT REPORT**

**Ramona Gateway Project
State Clearinghouse No. 2022040023**

**CITY OF PERRIS
RIVERSIDE COUNTY, CALIFORNIA**

Lead Agency:

City of Perris
Planning Division
11 South "D" Street
Perris, California 92570-2200
(951) 943-5003

February 2023

The City of Perris has independently reviewed, analyzed, and exercised its judgment in the analysis contained in this Environmental Impact Report and supporting documentation pursuant to Section 21082 of the California Environmental Quality Act.

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SECTION 1.0 INTRODUCTION

In accordance with Section 15088 of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), the City of Perris (City), as the Lead Agency under the California Environmental Quality Act (CEQA), has evaluated the comments received on the Draft Environmental Impact Report (EIR) (State Clearinghouse [SCH] No. 2022040023) for the proposed Ramona Gateway Project and has prepared this Final EIR with written responses to these comments. This Final EIR has been prepared in accordance with CEQA and represents the independent judgment of the City of Perris as Lead Agency.

According to State CEQA Guidelines Section 15132, the Final EIR shall consist of:

- (a) The draft EIR or a revision of the draft;
- (b) Comments and recommendations received on the draft EIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies commenting on the draft EIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

The purpose of the Final EIR is to respond to all comments received by the City regarding the environmental information and analyses contained in the Draft EIR. Additionally, any clarifications/revisions to the Draft EIR generated from responses to comments are stated in the Final EIR, which includes the Draft EIR, as modified per the clarifications and revisions presented in Section 3.0 of this document.

In addition to the Final EIR (including supporting technical appendices), the City of Perris will also consider adoption of a Mitigation Monitoring and Reporting Plan (MMRP), a Statement of Findings of Fact, a Statement of Overriding Considerations, staff reports, and Resolutions as part of the approval process for the proposed Project.

1.1 CONTENT AND FORMAT

Subsequent to this introductory section, Section 2 contains a copy of the comment letter received by the City regarding the Draft EIR, along with annotated responses to each comment contained within the letter. Section 3, Draft EIR Clarifications and Revisions, of this document contains clarifications/revisions to the Draft EIR. Section 4 contains the MMRP.

1.2 PUBLIC REVIEW OF THE DRAFT EIR

As required by Section 15087 of the State CEQA Guidelines, a Notice of Completion (NOC) and a Notice of Availability (NOA) of the Draft EIR for the Project was filed with the State Clearinghouse (SCH) on October 28, 2022 and the NOA of the Draft EIR was also filed with the Riverside County Clerk. The Draft EIR was circulated for public review for a minimum of 45 days, from October 28, 2022 to December 12, 2022. The NOA, NOC, and the Draft EIR and supporting technical appendices were also posted on the SCH CEQANet Web Portal and the NOA was sent to responsible agencies and other interested agencies and parties on or about October 28, 2022. The NOA was also sent to adjacent property owners within 300 feet of the Project area and was

posted in the Perris Progress (the newspaper of general circulation in the area affected by the Project) on October 28, 2022. Copies of the Draft EIR were also made available for public review at the City Planning Division (by appointment) and on the City's website.

One comment letter was received by the City during the Draft EIR public review period and has been included and responded to in Section 2.0 of this Final EIR.

1.3 POINT OF CONTACT

The Lead Agency for the proposed Project is the City of Perris. Any questions or comments regarding the preparation of this document, its assumptions, or its conclusions, should be referred to:

Douglas Fenn, Contract Planner
City of Perris
Development Services Department, Planning Division
11 S. "D" Street
Perris, California 92570
Phone: (951) 943-5003 • e-mail: dfenn@interwestgrp.com

1.4 PROJECT SUMMARY

The following information is summarized from the Project Description in the Draft EIR. For additional detail regarding the Project characteristics, along with analyses of the Project's potential environmental impacts, please refer to Draft EIR Sections 3.0 and 4.0, respectively.

1.4.1 PROJECT LOCATION

The approximately 50-gross-acre (49.2-net-acre) Project site is located in the western portion of the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area, in the City of Perris, in Riverside County. Specifically, the Project site is located south of Ramona Expressway, west of Webster Avenue, east of Nevada Avenue, and north of Val Verde Academy, Val Verde High School, and the Val Verde Regional Learning Center. The Project also includes off-site improvements along the site-adjacent roadways; the off-site improvement area encompasses approximately 11 acres. The Project site is located approximately 600 feet east of Interstate (I)-215 and approximately 6.7 miles south of State Route (SR)-60.

1.4.2 PROPOSED PROJECT

The Project Applicant is requesting discretionary approvals to develop the Project site with eight retail buildings totaling 37,215 square feet on 6.95 net acres within the northern portion of the Project site and a 950,224-square-foot (850,224-square-foot footprint and 100,000-square-foot mezzanine) industrial warehouse building on 42.22 net acres within the southern portion of the Project site. For purposes of analysis, it is assumed in the EIR that the retail buildings would consist of three drive-thru restaurant buildings; two multi-tenant buildings, one of which would include a drive-thru; one coffee shop with drive-thru; one convenience store with a gas station; and one drive-thru express carwash facility. It is also assumed that the proposed industrial building would be operated as a high-cube non-sort fulfillment center (95% of the building space) and high cube cold storage warehouse use (5% of the building space). The Project has been designed to comply with the standards and guidelines set forth in the PVCCSP including, but not limited to, the following: onsite design standards and guidelines (including site layout, architecture, lighting, and others), off-site design standards and guidelines (including circulation and

infrastructure), landscape standards and guidelines, commercial and industrial design standards and guidelines, and infrastructure. It is estimated that the proposed retail uses would generate approximately 74 employees and the proposed industrial building would generate approximately 923 employees, resulting in approximately 997 new jobs in the City.

Access to the Project would be provided from driveways along the site-adjacent roadways (Ramona Expressway, Webster Avenue and Nevada Avenue) which would be improved as part of the Project. Truck access to the industrial uses would be restricted to two driveways along Nevada Avenue; there would be no truck access from Webster Avenue. To access the nearest designated truck route, based on input from the City and the Val Verde Unified School District, trucks would use Nevada Avenue, the Frontage Road, and Placentia Avenue, a PVCCSP-designated truck route, to travel to and from the I-215. Improvements to be implemented as part of the Project to encourage use of alternative to modes of transportation include, but are not limited to, Class I multipurpose trails along the site-adjacent roadway and construction of bus turnout along Ramona Expressway west of Webster Avenue.

Additional improvements associated with the Project include, but are not limited to, surface parking areas (automobile and truck trailer spaces), vehicle drive aisles, landscaping, walls/fences, storm water quality/storage, utility infrastructure, exterior lighting, and signage. Truck trailer spaces would be on the east and west sides of the proposed industrial building. The southern parking area for the industrial use, which is adjacent to the existing school uses, would be limited to a heavily landscaped parking area. A solid wall would be installed along the southern perimeter to provide a physical barrier between the Project site and the adjacent school uses. With respect to drainage improvements, to address the un-detained bulk sheet flows from the property located west of the Project site, a 60-inch RCP storm drain, which would serve as the ultimate outlet storm drain line from the planned detention basin west of Nevada Avenue, would be installed and would connect to the existing 60-inch RCP storm drain stub out at the southeast corner of Ramona Expressway and Webster Avenue. An emergency bypass channel would be installed onsite along Nevada Avenue and the northern boundary of the industrial site to pick-up any remaining sheet-flow runoff that flows over Nevada toward the industrial site and does not enter the proposed public 60-inch RCP storm drain (on the retail site).

Construction of the Project's proposed retail and industrial warehouse components are anticipated to generally occur concurrently and for purposes of analysis purposes it is estimated that construction would occur over an approximate 12-month period. The Project's earthwork quantities are anticipated to balance; no import or export of soil is anticipated.

As further described below, the Project involves a Conditional Use Permit (CUP) (Case No. PLN21-05216), Development Plan Review (DPR) (Case No. DPR21-00013), Specific Plan amendment (SPA) (Case No. PLN21-05218), Tentative Parcel Map (TPM) No. 38292 (Case No. PLN21-05219), and Development Agreement (Case No. PLN22-05297).

1.4.3 PROJECT OBJECTIVES

The objectives of the Project include the following:

1. Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Perris as set forth in the City's General Plan.
2. Implement the PVCCSP through development of land uses allowed in the PVCCSP planning area and consistent with the PVCCSP Standards and Guidelines relevant to the proposed retail and industrial development, and associated infrastructure.

3. Expand economic development and facilitate job creation in the City of Perris by establishing new retail and industrial uses on vacant land in a developing area.
4. To assist the SCAG region in achieving jobs/housing balance region-wide by attracting new businesses to the City of Perris, providing additional job opportunities in a housing rich area, and thereby provide a more equal jobs-housing balance in the Riverside County/Inland Empire area, which will reduce the need for members of the local workforce to commute outside the area for employment.
5. Activate the PVCCSP-designated gateway entry at Ramona Expressway and Nevada Avenue with an attractive mixed-use retail and industrial development, which meets the local demand for neighborhood serving retail uses along Ramona Expressway, and regional demand for warehouse uses that are part of the Southern California supply chain and good movement network.
6. Implement the type and amount of retail uses at the Project site that are viable based on market demand.
7. Maximize development of a Class A speculative high cube warehouse industrial building on the Project site that meets contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and is economically competitive with similar warehouse buildings in the local area and region, which will assist the City of Perris in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.
8. Maximize industrial warehouse development in close proximity to designated truck routes, and the State highway system in order to avoid or shorten truck-trip lengths on other roadways and avoid locating industrial warehouse buildings in proximity to residential uses.
9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.
10. Implement drainage improvements in conjunction with the Project to accommodate the 100-year storm flows in the area, including a public storm drain that would ultimately capture stormwater runoff from the planned regional detention basin west of the Project site.
11. Provide for uses that will generate tax revenue for the City of Perris including, but not limited to, increased property and sales tax, in order to support the City's ongoing municipal operations

1.4.4 REQUIRED PERMITS AND DISCRETIONARY ACTIONS

The following discretionary actions are anticipated to be taken by the City of Perris as part of the Project:

- **Certification of EIR** with the determination that the EIR has been prepared in compliance with the requirements of CEQA (**PLN21-05217**).
- **Conditional Use Permit (CUP) (PLN21-05216)** for drive thru uses within the Commercial area.
- **Development Plan Review (DPR) (DPR21-00013)** for the proposed industrial warehouse site plan and building elevations.

- **Specific Plan Amendment (SPA) (PLN21-05218)** to change the existing PVCCSP land use designation for the proposed industrial warehouse component of the Project from Business Professional Office (BPO) (19.23 acres) and Commercial (C) (23.19 acres) to Light Industrial.
- **Tentative Parcel Map (TPM) No. 38292 (PLN21-05219)** to re-subdivide the existing 5-parcel Project site into eight parcels, where seven parcels are proposed to be developed with retail uses and one parcel with the proposed industrial use.
- **Street Vacation (PLN21-05220)** to vacate Dawes Street within the Project site.
- **Development Agreement (PLN22-05297)** a contract negotiated between the Project Applicant and the City.

Other non-discretionary actions anticipated to be taken by the City at the staff level as part of the Project include:

- Approval of grading and onsite utility plans;
- Approval of all off-site infrastructure plans, including street and utility improvement pursuant to the conditions of approval; and
- Approval of Final Water Quality Management Plans (FWQMP) to mitigate post-construction runoff flows.

Approvals and permits that may be required by other agencies (responsible agencies), include:

- **California Department of Fish and Wildlife (CDFW).** Streambed Alteration Agreement pursuant to Section 1602 of the California Fish and Game Code for impacts to the 0.18-acre determined to be under the jurisdiction of the CDFW.
- **Regional Water Quality Control Board (RWQCB).** Issuance of: a Construction Activity General Construction Permit; a National Pollutant Discharge Elimination System (NPDES) permit; and a Section 401 Water Quality Certification for impacts to the 0.18-acre area determined to be under the jurisdiction of the RWQCB.
- **Riverside County Flood Control & Water Conservation District (RCFC&WCD).** Approval of storm drain plans for public storm drain.
- **Eastern Municipal Water District (EMWD).** Approval of water and sewer improvement plans.
- **South Coast Air Quality Management District (SCAQMD).** Permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants, such as heating, ventilation, and air conditioning (HVAC) units; boilers; and the fuel storage and dispensing equipment at the proposed gas station.
- **Other Utility Agencies.** Issuance of permits and associated approvals, as necessary for the installation of new utility infrastructure or connections to existing facilities.

SECTION 2.0 RESPONSES TO COMMENTS

One comment letter (from the South Coast Air Quality Management District) was received by the City during the Draft EIR public review period. Comments that address environmental concerns have been thoroughly addressed. Comments that do not require a response, pursuant to Section 15088(a) of the State CEQA Guidelines, include those that (1) do not address the adequacy or completeness of the Draft EIR; (2) do not raise environmental issues; or (3) do request the incorporation of additional information not relevant to environmental issues.

Section 15088 of the State CEQA Guidelines, Evaluation of and Response to Comments, states:

- a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments raising significant environmental issues received during the noticed comment period and any extensions and may respond to late comments.
- b) The lead agency shall provide a written proposed response, either in a printed copy or in an electronic format, to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.
- b) The written responses shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving the reasons that specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in the responses. Conclusory statements unsupported by factual information will not suffice. The level of detail contained in the response, however, may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). A general response may be appropriate when a comment does not contain or specifically refer to readily available information, or does not explain the relevance of evidence submitted with the comment.
- c) The responses to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the responses to comments makes important changes in the information contained in the text of the draft EIR, the lead agency should either:
 1. Revise the text in the body of the EIR; or
 2. Include marginal notes showing that the information is revised in the responses to comments.

Revisions to the Draft EIR have been prepared to make minor corrections and clarifications to the Draft EIR as a result of comments received during the public review period (refer to Section 3.0, Draft EIR Clarifications and Revisions, of this document). Therefore, this Response to Comments section, along with the Draft EIR Revisions and MMRP, are included as part of this Final EIR along with the Draft EIR for consideration by the City of Perris prior to a vote to certify the Final EIR.

2.1 LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES COMMENTING ON THE DRAFT EIR

In accordance with Section 15132 of the State CEQA Guidelines, the agencies and organizations that submitted comments regarding the Draft EIR through the end of the public review period (December 12, 2022) are listed below. During the established public review period, one comment letter was received by the City, which is indexed as Comment Letter A.

A South Coast Air Quality Management District (SCAQMD) (December 12, 2022)

Sam Wang, Program Supervisor, CEQA-IGR
Planning, Rule Development & Implementation

2.2 RESPONSES TO COMMENTS

Aside from courtesy statements, introductions, and closings, individual comments within the body of the comment letter have been identified and numbered. A copy of the comment letter and the City's responses to each comment are included in this section. Brackets delineating the individual comments and a numeric identifier have been added to the right margin of the letter. Responses to each comment identified are included on the page(s) following the comment letter. Responses to comments were sent to the SCAQMD.

COMMENT LETTER A

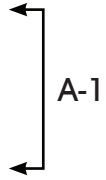


SENT VIA E-MAIL:
mblais@cityofperris.org
Mary Blais, Planning Consultant
City of Perris, Planning Division
11 South D Street
Perris, California 92570

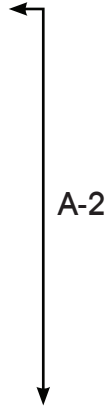
December 12, 2022

**Draft Environmental Impact Report (Draft EIR) for the Proposed
Ramona Gateway Project (Proposed Project)
(SCH Number.: 2022040023)**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The City of Perris is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. The following comments recommended revisions to the cumulative impacts during operation, CEQA localized air quality analysis for construction and operation, health risk assessment during operation, California Emissions Estimator Model (CalEEMod) fleet mix and information about South Coast AQMD permits that the Lead Agency should include in the Final EIR.



South Coast AQMD Staff's Summary of Project Information in the Draft EIR
Based on the Draft EIR, the Lead Agency proposes to develop eight retail buildings total 37,215 square feet, on 6.95 acres site within the northern portion of the Proposed Project site.¹ The Proposed Project assumes that retail buildings consist of three drive-thru restaurants, two multi-tenant buildings (one with a drive-thru), one coffee shop with a drive-thru, one convenience store with a gas station with annual throughput of 1,200,000 gallons, and one drive-thru express carwash facility.² In addition, the Lead Agency proposes to develop a 950,224-square-foot industrial warehouse building on 42.22 acres within the southern portion of the Proposed Project site.³ It is assumed that the warehouse will have high-cube cold storage use, which is 5% of the building space.⁴ The Proposed Project is located within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris.⁵ The Proposed Project is situated south of Ramona Expressway, west of Webster Avenue, east of Nevada Avenue, and north of Val Verde Academy, Val Verde High School, and the Val Verde Regional Learning Center.⁶ The Proposed Project's construction is anticipated to occur over an approximately 12-month period, with the construction of retail and warehouse buildings occurring concurrently.⁷



¹ Draft EIR. Page 1-3.
² *Ibid.*
³ *Ibid.*
⁴ *Ibid.*
⁵ *Ibid.* Page 1-1.
⁶ *Ibid.* Page 3-1.
⁷ *Ibid.* Page 1-4.

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Based on the ariel photographs, South Coast AQMD staff found that the nearest sensitive receptor (residence) is approximately 485 feet northeast of the Proposed Project's northeast corner, and the nearest school is adjacent to the south of the Proposed Project.

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(CONT.)

South Coast AQMD Staff's Comments on the Draft EIR

Cumulative Impacts during Operation

As mentioned in the Draft EIR, the Proposed Project is located within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area.⁸ The PVCCSP was adopted by the City of Perris pursuant to a certified Environmental Impact Report (EIR) on 1/10/2012.⁹ Prior to certification of the PVCCSP, a Draft EIR was released for public review and comment between 7/20/2011 – 9/6/2011.¹⁰ During this public review period, the South Coast AQMD submitted a comment recommending that the Lead Agency include a more robust analysis of cumulative impacts in the Final EIR. Specifically, the South Coast AQMD asked that the lead agency revisit the estimated number of trucks projected to serve the site, provide additional analysis demonstrating that the project will not significantly impact sensitive receptors during operation and that it will not cause a significant air quality and air toxics impact, and to evaluate additional mitigation measures to further reducing any significant air quality and air toxics impacts. The PVCCSP has been revised and amended many times since 2012, the most recent Perris Valley Commerce Center Specific Plan Amendment No. 12, was approved on January 11, 2022.¹¹ However, the cumulative impacts from the revised projects in PVCCSP are not updated, and robust analysis of cumulative air quality and air toxics impacts from all the projects in PVCCSP is not included in the PVCCSP or this EIR.

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A-3

According to the City of Perris webpage under Planning – Environmental Documents for Public Review,¹² other development projects are located from 750 feet to 1 mile from the Proposed Project, based on the ariel photographs. These projects are Ramona Expressway and Brennan Avenue Warehouse Project (the Draft Initial Study/Mitigated Negative Declaration (IS/MND) was revised on October 13, 2022), Ramona-Indian Warehouse Project (the Draft IS/MND was prepared on November 2022), and OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project (Notice of Preparation of a Draft EIR was released on July 8, 2022). Per CEQA Guidelines Section 15065(a)(3), South Coast AQMD staff is primarily concerned with the cumulative air quality impacts from increased concentrations of air toxics in the PVCCSP region. Therefore, South Coast AQMD staff recommends that, at minimum, the Lead Agency perform a qualitative analysis to provide the potential cumulative impacts from air toxics in consideration and listing of all surrounding past, present, and probable future projects. The Lead Agency may also perform a more detailed and robust quantitative analysis of cumulative air toxic and potential health risk implications to be included in the Final EIR.

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⁸ *Ibid.* Page 1-1.

⁹ ORDINANCE NUMBER 1284.

Accessed at: <https://www.cityofperris.org/home/showpublisheddocument/2923/637250482796800000>

¹⁰ Perris Valley Commerce Center Specific Plan Final EIR. 9.0 Introduction, Public Review Summary. Page 9.0-1

Accessed at: <https://www.cityofperris.org/home/showpublisheddocument/2645/637455522835370000>

¹¹ Perris Valley Commerce Center Specific Plan Amendment No. 12, approved January 11, 2022, available at

<https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000>

¹² City of Perris. Planning – Environmental Documents. Access at: <https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review>.

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Health Risk Assessment (HRA) during Operation

In the Draft EIR Air Quality Section, the Lead Agency utilizes AERMOD/HARP dispersion model to analyze the health risks from the Proposed Project.¹³ Based on the South Coast AQMD staff's review, the warehouse building is not included in the building downwash option of the modeling during operation. The ground-level pollutant concentrations near the building would be underestimated if the downwash effects were absent in the dispersion modeling. Therefore, building downwash should be considered for the Proposed Project operation in order to predict more accurate ground-level concentrations. In addition, based on the project description in the Draft EIR, the warehouse is expected to use 5% of the building floor area for cold storage; hence, the 36 truck round trips with Transport Refrigeration Units (TRUs) are anticipated to be used during the project operation.¹⁴ TRUs emissions would need to be estimated separately and included in the dispersion modeling analysis and HRA. However, the HRA modeling file does not indicate the TRUs sources included in the emissions sources.

← A-4
← A-5

The Lead Agency also discusses the Project-Level Mitigation Measures (MM) in the Draft EIR, and MM 3-5 requires using electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other on-site equipment, if technically feasible.¹⁵ However, if the on-site off-road equipment uses fossil fuels (e.g., diesel) combustion engines, the Lead Agency should include the equipment in the HRA modeling during operation as point or volume sources. Furthermore, if the Proposed Project includes any stationary sources (e.g., internal combustion engines) during operation, they should also need to be included in the modeling as point sources.

← A-6

Therefore, South Coast AQMD staff suggests that the Lead Agency revise the operational HRA modeling by incorporating the above recommendations and including the HRA results in the Final EIR. If the HRA modeling is not revised and included in the Final EIR, the Lead Agency should provide reasons supported by substantial evidence in the record to explain why a new air quality mitigation measure is not included.

← A-7

CEQA Localized Air Quality Analysis for Construction and Operation

In the Draft EIR Air Quality Section, the Lead Agency discusses the localized significance thresholds (LSTs) from the Proposed Project construction and operation. The Lead Agency uses a 25-meter receptor distance to evaluate NOx and CO due to the school's boundary being closer than 25 meters to the Proposed Project site.¹⁶ While a 25-meter receptor distance is used for NOx and CO, the Lead Agency uses a 108-meter receptor distance to evaluate PM₁₀ and PM_{2.5} due to the nearest receptor being approximately 108 meters northeast of the Proposed Project site.¹⁷ However, South Coast AQMD staff compared the LSTs in the Draft EIR to the South Coast AQMD Mass Rate LST Lookup Table¹⁸ and found that the LST for CO was used at a 100-meter receptor distance. Due to the inconsistency of the LSTs in the Draft EIR, South Coast AQMD staff

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¹³ *Ibid.* Page 4.3-20

¹⁴ *Ibid.* Page 4.3-34.

¹⁵ *Ibid.* Page 4.3-38.

¹⁶ *Ibid.* Page 4.3-41.

¹⁷ *Ibid.*

¹⁸ South Coast AQMD Mass Rate LST Lookup Table. Access at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

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December 12, 2022

recommends that the Lead Agency revise the LSTs discussions using the same and the most conservative receptor distance for the localized air quality analysis for construction and operation, re-determine the significant impacts, and include them in the Final EIR. In addition, same as the comment in HRA during project operation, if the fossil fuel-power off-road equipment or stationary sources will be used on-site during operation, they will need to be included in the revised LST analyses and Final EIR. If the revision is not included in the Final EIR, the Lead Agency should provide reasons supported by substantial evidence in the record to explain why a new air quality mitigation measure is not included.

A-8
(CONT.)
A-9

California Emissions Estimator Model (CalEEMod) Fleet Mix

In the Draft EIR, the Lead Agency utilizes the California Emissions Estimator Model (CalEEMod) version 2022.1 to calculate the construction and operation criteria pollutant emissions.¹⁹ For operation analysis, the Lead Agency uses the CalEEMod default fleet mix for commercial land use, and the fleet mix for industrial land use is based on the Traffic Analysis.²⁰ Table 3-7 in Appendix C1 – Air Quality Analysis shows the truck fleet mix for industrial use.²¹ However, in the CalEEMod technical input file for operation,²² the passenger car fleet mix was used instead of the truck fleet mix under industrial land use during operation. Therefore, South Coast AQMD staff recommends that the Lead Agency review and re-calculate the fleet mix in the CalEEMod technical input file reflecting the correct truck fleet mix data to account for the correct emissions generated by trucks and include them in the operation emissions in the Final EIR. If the truck fleet mix is not revised and included in the Final EIR, the Lead Agency should provide reasons supported by substantial evidence in the record to explain why a new air quality mitigation measure is not included.

A-10

South Coast AQMD Permits and Responsible Agency

If the implementation of the Proposed Project would require the use of new stationary equipment, such as boilers, heaters, ovens, etc., permits from South Coast AQMD are required. The Final EIR should include a discussion on stationary equipment requiring South Coast AQMD permits and identify South Coast AQMD as a Responsible Agency for the Proposed Project. Any assumptions used for the stationary sources in the Final EIR will also be used as the basis for the permit conditions and limits for the Proposed Project. Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions on permits. For more general information on permits, please visit South Coast AQMD's webpage at: <http://www.aqmd.gov/home/permits>.

A-11

Conclusion

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), South Coast AQMD staff requests that the Lead Agency provide South Coast AQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, when the Lead Agency's position is at variance with recommendations raised in the comments, the issues raised in the comments should be addressed in detail, giving reasons why specific comments and suggestions are not accepted. There should be good faith and reasoned

A-12

¹⁹ *Ibid.* Page 4.3-19.
²⁰ *Ibid.* Appendix C1 – Air Quality Analysis. Page 54
²¹ *Ibid.* Appendix C1 – Air Quality Analysis. Page 54.
²² CalEEMod Technical Input File.

Mary Blais

December 12, 2022

analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision-makers and to the public who are interested in the Proposed Project.

↑
A-12
(CONT.)
←

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Danica Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

Sincerely,
Sam Wang
Sam Wang
Program Supervisor, CEQA-IGR
Planning, Rule Development & Implementation

SW:DN
RVC221101-07
Control Number

Responses to Comment Letter A

South Coast Air Quality Management District (SCAQMD)

- A-1 This comment summarizes the comments made by the SCAQMD in the comment letter; detailed responses are provided below.
- A-2 This comment accurately summarizes the Project description and relationship of the Project site to the nearest sensitive receptors. The comment does not question the adequacy or completeness of the Draft EIR. No additional response is required.
- A-3 This comment addresses the cumulative air quality and health risk analysis presented in the PVCCSP EIR and suggests that addition analysis of cumulative impacts is required for the proposed Project. The City acknowledges that the SCAQMD provided comments on the PVCCSP Draft EIR. The City responded to these comments in the PVCCSP Final EIR and those responses were provided to the SCAQMD prior to certification of the PVCCSP Final EIR, as required by CEQA. The City certified the PVCCSP Final EIR in January 2012.

As described in Section 2.2, Type of EIR, of the Ramona Gateway Project Draft EIR, and as discussed in the City's response to the SCAQMD's comments on the PVCCSP EIR (Response to Comment L-4), the PVCCSP was analyzed with a "programmatic" approach (PVCCSP Draft EIR, p. 3.0-7) and the PVCCSP EIR is considered to be a programmatic document as defined in Section 15168 of the State CEQA Guidelines. When a programmatic EIR is prepared, later activities, which for the PVCCSP consists of implementing development and infrastructure projects, must be examined to determine whether an additional environmental document is required (State CEQA Guidelines Section 15168(c)). This evaluation takes place as part of the City's standard development review process.

Because at the programmatic level, there were no specific implementing development projects proposed or truck trip data available, a meaningful analysis of health risk impacts could not be performed at that stage of master planning (Specific Plan). Therefore, the PVCCSP EIR concluded that any such analysis would be, at best, speculative (PVCCSP Draft EIR, p. 4.2-49) and did not discuss the issue further as allowed per Section 15145 of the State CEQA Guidelines. Thus, the PVCCSP EIR's conclusions related to the individual PVCCSP implementing development and infrastructure projects exposing sensitive receptors to substantial pollutant concentrations were based on the health risks from previously evaluated industrial projects within the PVCCSP vicinity (PVCCSP Draft EIR Table 4.2-M) and the determination from the General Plan EIR. However, PVCCSP EIR mitigation measure MM Air 15 specifically requires a health risk assessment (HRA) to identify project-specific impacts resulting from the use of diesel trucks from potential implementing development projects based on the number of dock doors and truck trips.

Additionally, there is no methodology to quantify the cumulative areawide or localized health risks from multiple facilities within a community-wide area. This is because the SCAQMD's recommended thresholds of significance (utilized by the City of Perris to evaluate air quality impacts of proposed projects) apply to individual development projects and are meant to evaluate the incremental increase in emissions from a proposed source. These thresholds do not apply to the emissions generated by a group of related or cumulative projects. Therefore, a community wide HRA was not required for the PVCCSP.

Furthermore, the City uses the SCAQMD's recommended methodology to evaluate cumulative air quality and health risk impacts, which is to conclude that an impact that is considered to be significant on a project-specific basis would also cause a significant cumulative impact. Individual HRAs have been prepared for nearly every individual light industrial project proposed within the PVCCSP planning area, including those projects that previously required amendments to the PVCCSP, and the proposed Project. The HRA for the proposed Project is included in Appendix C2 of the Draft EIR. As part of its standard development review process, the City will continue to require project-specific air quality analysis and HRAs for future development projects in this City, including those proposed within the PVCCSP.

The City is aware of the toxic air contaminant and health risk conditions within its jurisdiction and surrounding areas. In the northern part of the City of Perris (zip code 92571), the SCAQMD's Multiple Air Toxics Exposure Study (MATES) V identifies a cancer risk of 308 per million. Of this risk, 68.8% is associated with diesel particular matter (DPM). The air toxics cancer risk in this area is higher than only 15% of the South Coast Air Basin (SoCAB) population. The cancer risk in the southern part of the City (zip code 92585) is 288 per million. In comparison, the greatest cancer risk in Riverside County is 469 per million within the 92501 zip code of the City of Riverside. The greatest cancer risk within the South Coast Air Basin is 749 per million in downtown Los Angeles. It is not the responsibility of any one individual development project to evaluate the potential health risks associated with the existing and future development of all properties within a community planning area. Instead, as per the State CEQA Guidelines, the HRA provides an analysis to determine whether the proposed Project would expose sensitive receptor to substantial DPM pollutant concentrations utilizing the methodologies and thresholds of significance recommended for individual development projects by the SCAQMD.

Lastly, as discussed in Section 2.9 of the Air Quality Impact Analysis (Appendix C1 to the Draft EIR), there has been tremendous regional air quality improvement even in light of the immense development that has occurred throughout the SoCAB. As further noted on Page 42 of the Air Quality Analysis (Appendix C1 to the Draft EIR), the SCAQMD's single threshold of significance has in fact "worked" as evidenced by the track record of air quality dramatically improving within the SoCAB.

- A-4 This comment addresses the modeling assumptions used for the Project-specific operational HRA related to "building downwash." Urban Crossroads, the technical consultant responsible for conducting the Air Quality Impact Analysis and HRA for the Ramona Gateway Project included in the Draft EIR (Appendices C1 and C2), has reviewed this comment and determined that the commenter incorrectly asserts that the Draft EIR and underlying HRA understate potential impacts associated with the building downwash effect. The HRA utilized the volume source algorithm to determine potential impacts from trucks accessing the warehouse as stated in the HRA included in Appendix C2 (page 19). The commenter should be aware that a building downwash effect does not apply to the volume source algorithm per U.S. Environmental Protection Agency (EPA) and SCAQMD guidance and, therefore, is not applicable to the analysis for the Project. Specifically, the SCAQMD's Risk Assessment Procedures Version 8.1 Appendix X (page X-3) states:

"The building downwash algorithms only affect point sources and do not affect volume or area sources."

- Further, the commenter provides no evidence other than a statement that the building downwash algorithm should be used, which is impossible unless other changes to the source configuration are made. Therefore, no changes to air quality analysis or HRA conducted for the Project or changes to the Draft EIR are required.
- A-5 This comment addresses the modeling assumptions used for the Project-specific operational HRA related to transport refrigeration units (TRUs). As noted in the Project-specific HRA (included in Appendix C2 of the Draft EIR; see pages 20-21), the HRA conservatively assumed that up to 36 two-way trucks could be equipped with TRUs. This estimate was derived based on the total number of trucks assigned to the High-Cube Cold Storage Warehouse portion of the Project, as evaluated in the Project-specific Traffic Analysis (included in Appendix N2 of the Draft EIR). The Project-specific Traffic Analysis identifies that the Project's cold-storage warehouse portion would result in 36 total two-way truck trips (see Table 4-2 on Page 59 in Appendix N2 of the Draft EIR). The use of TRUs was appropriately included in the HRA modeling as shown in Appendix C2 of the Draft EIR.
- A-6 This comment addresses the modeling assumptions used for the Project-specific operational HRA related to on-site equipment. As noted in the Project-specific HRA (included in Appendix C2 of the Draft EIR; see Section 3.3.3, Page 20), on-site equipment was conservatively modeled based on the CalEEMod outputs and the assumption that this on-site equipment would meet or exceed CARB-certified Tier 4 Interim standards. As such, although Project-level mitigation measure MM 3-5 requires that this equipment be electric, if technically feasible, the Draft EIR and supporting HRA conservatively evaluated the potential for diesel on-site equipment as evaluated in the HRA.
- A-7 This comment suggests that, based on the preceding comments, the Project-specific operational HRA should be revised. As noted in the responses above, there is no need to revise the operational Project-specific HRA modeling or revise the mitigation measures in the Final EIR.
- A-8 This comment addresses the localized significance threshold (LST) for carbon monoxide (CO) presented in the Draft EIR. The commenter is correct that the LST presented for CO (refer to Tables 4.3-5 and Tables 4.3-6 of the Draft EIR and Tables 3-9 and 3-11 of the Air Quality Impact Analysis included in Appendix C1 of the Draft EIR) is incorrect. The LST of 2,232 lbs/day of CO was inadvertently identified for construction and operation rather than the LST of 1,577 lbs/day of CO, per the SCAQMD's Mass Rate Lookup Tables. However, the Project emissions of a maximum of 61.60 lbs/day of CO during construction and 174.39 lbs/day of CO during operation remain well below the threshold value when corrected. As shown in Section 3.0, Draft EIR Clarifications and Revisions, of this Final EIR, the tables have been revised to depict the correct LTS for CO. No further revisions are required and the less than significant impact conclusion remains the same.
- A-9 Similar to Comment A-6, this comment addresses the on-site equipment assumptions used for the LST analysis. Refer to response to comment A-6 above; the analysis included in the Draft EIR conservatively assumes the use of diesel on-site equipment.
- A-10 This comment addresses the vehicle fleet mix use for the air quality analysis. In order to differentiate the number of trips and trip distances for passenger cars and trucks for the industrial uses, the fleet mix, trip rate, and trip distances for the refrigerated and unrefrigerated warehouse land uses in CalEEMod were adjusted to account for passenger

cars only. The user defined industrial land use was used in the modeling to account for truck trips and utilized the fleet mix identified in Table 3-7 of the Project-specific Air Quality Impact Analysis (included in Appendix C1 of the Draft EIR; see page 54). No revisions to the analysis or mitigation measures are required.

- A-11 The comment identifies that the SCAQMD may need to issue permits for new stationary equipment to be used for Project operations and the SCAQMD would be a responsible agency pursuant to CEQA. The City of Perris acknowledges that permits from the SCAQMD may be required and that the SCAQMD is a responsible agency pursuant to the CEQA. The SCAQMD is identified as an agency that will use the EIR for issuance of permits and approvals on Table 3-7, Project Related Approval/Permits, of the Draft EIR, and in Section 1.4.4, Required Permits and Discretionary Actions, of this Final EIR. Permits/approvals required from the SCAQMD may include, but not be limited to, permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants, such as heating, ventilation, and air conditioning (HVAC) units; boilers; and the fuel storage and dispensing equipment at the proposed gas station.
- A-12 The City of Perris has complied with the requirements of Section 21092.5 of the Public Resources Code and has prepared written responses to environmental comments provided to the City during the 45-day public review period. In compliance with CEQA, the SCAQMD will be provided written responses to their comments at least 10 days prior to certification of the Final EIR. In addition, both the Planning Commission and City Council will have the Final EIR, including responses to comments, for their review and consideration prior to taking any action on the proposed Project and the Final EIR.

SECTION 3.0 DRAFT EIR CLARIFICATIONS AND REVISIONS

Any corrections to the Draft Supplemental Environmental Impact Report (EIR) generated by the City of Perris or in response to comments received are stated in this section of the Final EIR. The Draft EIR has not been modified and published in its entirety as a single document to reflect these EIR modifications.

The information included in these Draft EIR revisions do not constitute substantial new information that requires recirculation of the Draft EIR. Section 15088.5 of the State CEQA Guidelines states in part:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:
 - (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
 - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
 - (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.
 - (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The changes to the Draft EIR included in these modifications do not constitute “significant” new information because:

- No new significant environmental impacts would result from the project or from a new mitigation measure.
- There is no substantial increase in the severity of an environmental impact that would result unless mitigation measures are adopted that reduce the identified significant impacts to a level of insignificance.

- No feasible project alternative or mitigation measure considerably different from others previously analyzed has been proposed or identified that would clearly lessen the significant environmental impacts of the project.
- The Draft EIR is not fundamentally or basically inadequate or conclusory in nature such that meaningful public review and comment were precluded.

Therefore, recirculation of the Draft EIR is not required because the new information added to the EIR through these modifications clarifies information already provided or makes insignificant modifications to the already adequate Draft EIR.

The EIR modifications contained below are in the same order as the information appears in the Draft EIR. Changes in text are signified by strikeouts (~~strikeouts~~) where text has been removed and by bold underline (**underline**) where text has been added. The applicable page numbers from the Draft EIR are also provided where necessary for easy reference.

Section 4.3, Air Quality and Air Quality Impact Analysis Technical Appendix

1. The following tables in the Draft EIR Air Quality section and the Air Quality Impact Analysis included in Appendix C1 of the Draft EIR are hereby revised as shown to identify the correct LST for CO:

**Table 4.3-5 Maximum Daily Localized Construction Emissions Thresholds
 Air Quality Impact Analysis Table 3-9**

Construction Activity	Construction Localized Thresholds			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation	270 lbs/day	<u>1,577</u> 2,232 lbs/day	62 lbs/day	17 lbs/day
Grading				
Building/Vertical Construction				
Architectural Coating				
Paving				
Landscaping/Tenant Improvements				

Localized Thresholds presented are based on the SCAQMD LST Methodology, July 2008.

**Table 4.3-6 Maximum Daily Operational Localized Emissions Thresholds
 Air Quality Impact Analysis Table 3-11**

Operational Localized Thresholds			
NO _x	CO	PM ₁₀	PM _{2.5}
270 lbs/day	<u>1,577</u> 2,232 lbs/day	15 lbs/day	4 lbs/day

Localized Thresholds presented are based on the SCAQMD LST Methodology, July 2008.

**Table 4.3-11 Localized Construction Source Emissions
 Air Quality Impact Analysis Table 3-10**

On-Site Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation				
Maximum Daily Emissions	76.30	61.60	13.41	8.20
SCAQMD Localized Threshold	270	<u>1,577</u> 2,232	62	17
Threshold Exceeded?	NO	NO	NO	NO
Grading				
Maximum Daily Emissions	69.10	55.50	8.22	4.95
SCAQMD Localized Threshold	270	2,232	62	17
Threshold Exceeded?	NO	NO	NO	NO
Building/Vertical Construction				
Maximum Daily Emissions	25.60	28.60	1.19	1.10
SCAQMD Localized Threshold	270	<u>1,577</u> 2,232	62	17
Threshold Exceeded?	NO	NO	NO	NO
Architectural Coating				
Maximum Daily Emissions	2.42	3.06	0.08	0.08
SCAQMD Localized Threshold	270	<u>1,577</u> 2,232	62	17
Threshold Exceeded?	NO	NO	NO	NO
Paving				
Maximum Daily Emissions	15.60	20.10	0.78	0.72
SCAQMD Localized Threshold	270	<u>1,577</u> 2,232	62	17
Threshold Exceeded?	NO	NO	NO	NO
Landscaping/Tenant Improvements				
Maximum Daily Emissions	24.30	28.50	1.08	0.99
SCAQMD Localized Threshold	270	<u>1,577</u> 2,232	62	17
Threshold Exceeded?	NO	NO	NO	NO

**Table 4.3-12 Localized Operations Emissions Summary
 Air Quality Impact Analysis Table 3-12**

On-Site Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	20.58	174.39	2.80	0.77
SCAQMD Localized Threshold	270	<u>1,577</u> 2,232	15	4
Threshold Exceeded?	NO	NO	NO	NO

Localized operational-source emissions are presented in Appendix 3.2 to the Project's AQIA (Appendix C1).

SECTION 4.0 MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared for use in ensuring the implementation of the required mitigation for the Ramona Gateway Project (Project). The MMRP has been prepared in compliance with State law and the Ramona Gateway Project Final Environmental Impact Report (EIR) (State Clearinghouse No. 2022040023).

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for the measures that are placed on a project to mitigate or avoid adverse effects on the environment (*California Public Resources Code*, Section 21081.6). The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation. The monitoring program generally contains the following elements:

- 1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
- 2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
- 3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This MMRP includes mitigation measures (MMs) from the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR and Project-specific mitigation measures outlined in the Ramona Gateway Project Final EIR.

4.2 MITIGATION MONITORING AND RESPONSIBILITIES

As the Lead Agency, the City of Perris (City) is responsible for ensuring full compliance with the mitigation measures adopted for the Project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project area. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will subsequently determine if modification to the Project is required and/or whether alternative mitigation is appropriate.

4.3 MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Aesthetics							
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area during construction.	<p>Applicable PVCCSP Mitigation Measures</p> <p>Refer to mitigation measures MM Haz 3 and MM Haz 5 under Hazards and Hazardous Materials, which address potential hazards to March Air Reserve Base/Inland Port Airport (MARB/IPA).</p>						
	<p>Additional Project-Level Mitigation Measures</p> <p>MM 1-1 Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the Contractor Specifications require that: (1) construction staging areas shall be located as far as possible from school uses south of the Project site; and, (2) any temporary nighttime lighting installed during construction for security or any other purpose shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky, or onto adjacent properties. Compliance with this measure shall be verified by the City of Perris' Building Division during construction.</p>						
		Prior to issuance of grading permits Periodic site inspections during construction	Review and approval of Contractor Specifications	City of Perris Building Division			
Air Quality							
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.	<p>Applicable PVCCSP Mitigation Measures</p>						
	<p>MM Air 1 To identify potential implementing development project-specific impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.</p>						
		Mitigation measure completed with preparation of the Draft EIR.					

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>MM Air 2 Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.</p>	Prior to issuance of grading permits	Approval of required traffic control plan	City of Perris Planning & Engineering Department			
	<p>MM Air 3 To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:</p> <ul style="list-style-type: none"> requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), keeping disturbed/loose soil moist at all times, requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered, installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip, posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site, suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour, appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation, sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street 	Prior to issuance of grading permits	Submittal of dust control plan approved by the SCAQMD or other sufficient proof of compliance with Rule 403	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	sweepers or roadway washing trucks when sweeping streets to remove visible soil materials, and <ul style="list-style-type: none"> replacement of ground cover in disturbed areas as quickly as possible. 						
	MM Air 4 Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.	Prior to issuance of building and grading permits	Confirmation that building and grading permits include required restriction	City of Perris Building Division			
	MM Air 5 Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits.	Prior to issuance of grading permits	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			
	MM Air 6 The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.	Prior to issuance of grading permit	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			
	MM Air 7 During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.	During construction	Confirmation that this requirement is included in Contractor Specifications Periodic review of equipment maintenance records and equipment design specifications data sheets by City	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>MM Air 8 Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.</p>	During construction	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			
	<p>MM Air 9 To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris' Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.</p>	Periodic site inspections during construction	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			
	<p>MM Air 10 To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the SCAQMD. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.</p>	Mitigation measure completed with preparation of the Draft EIR.					
	<p>MM Air 11 Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.</p>	Prior to issuance of certificate of occupancy and periodically after development	Confirmation that this requirement is included in Contractor Specifications Inspection to confirm signage posted	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>MM Air 12 Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.</p>	Prior to issuance of certificate of occupancy	Confirmation that architectural plans for buildings at which TRUs will be used include electrical hookups and/or auxiliary power units.	City of Perris Building Division			
	<p>MM Air 13 In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD’s Carl Moyer Program, or other state programs that restrict operations to “clean” trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD’s website (http://www.aqmd.gov). Tenants would be required to use those funds, if awarded.</p>	Prior to certificate of occupancy for buildings and tenant improvements	Confirmation that tenants have been provided with information regarding funding for cleaner than required heavy-duty engines and emission control devices	City of Perris Planning Division			
	<p>MM Air 14 Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of certificate of occupancy.</p>	Prior to certificate of occupancy	Confirmation during plot plan review that parking spaces have been designated for high-occupancy vehicles and ride-sharing vans	City of Perris Planning Division			
	<p>MM Air 18 Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops</p>	Mitigation measure completed with preparation of the Draft EIR.					

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the Project sites shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.						
	MM Air 19 In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris' Building Division) prior to conveyance of applicable streets.	In conjunction with street and utility plans and prior to the City accepting the street improvements	Verification by City of incorporation of project design features and approval of street and utility plans	City of Perris Planning and Building Divisions			
	MM Air 20 Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All requirements would be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.	Prior to issuance of building permits	Submission of a Title 24 worksheet with building plans	City of Perris Building Division			
Additional Project-Level Mitigation Measures							
	MM 3-1 Prior to issuance of certificate of occupancy for the proposed buildings, the Project Applicant shall provide evidence to the City of Perris Building Division that legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the warehouse portion of the Project that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an certificate of occupancy, the City shall conduct a site inspection to ensure that the signs are in place.	Prior to issuance of certificate of occupancy	Confirmation that these requirements are included in Contractor Specifications	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	MM 3-2 Prior to issuance of building permits, the Project Applicant and its contractors shall provide plans and specifications to the City of Perris Building Department that demonstrate that each project building is designed for passive heating and cooling and is designed to include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights.	Prior to the issuance of each building permit	Confirmation that each project building is designed for passive heating and cooling, and is designed to include natural light	City of Perris Building Division			
	MM 3-3 Prior to the issuance of each building permit, the Project Applicant proponent and its contractors shall provide plans and specifications to the City of Perris Building Department that demonstrate that electrical service is provided to each of the areas in the vicinity of the building that are to be landscaped in order that electrical equipment may be used for landscape maintenance.	Prior to the issuance of each building permit	Confirmation that electrical service is provided to each of the areas in the vicinity of the building that are to be landscaped so that electrical equipment may be used for landscape maintenance	City of Perris Building Division			
	MM 3-4 Once constructed, the Project Applicant shall ensure that all building tenants shall utilize electric equipment for landscape maintenance to the extent feasible, through requirements in the lease agreements.	Prior to execution of every lease agreement	Review of executed lease agreement	City of Perris Planning Division			
	MM 3-5 Once constructed, the Project Applicant shall ensure that all building tenants in the warehouse portion of the Project shall utilize only electric or natural gas service yard trucks (hostlers), pallet jacks and forklifts, and other on-site equipment, through requirements in the lease agreements. Electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other on-site equipment shall also be required instead of diesel-powered equipment, if technically feasible. Yard trucks may be diesel fueled in lieu of electrically or natural gas fueled provided such yard trucks are at least compliant with California Air Resources Board (CARB) 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles.	Prior to execution of every lease agreement	Review of executed lease agreement	City of Perris Planning Division			
	MM 3-6 Upon occupancy, the facility operator for the warehouse portion of the Project shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks	Prior to issuance of certificate of occupancy and annual reports	Confirmation that tenants have been provided with information regarding funding for	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. The facility operator shall provide an annual report to the City of Perris Planning Division. The report shall: one, list each engine design; two, describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and three, describe the change in each fleet composition from the prior year.		cleaner than required heavy-duty engines and emission control devices				
	<p>MM 3-7 Tenants who employ 250 or more employees on a full- or part-time basis shall comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City of Perris. The tenant-implemented program would include, but not be limited to the following:</p> <ul style="list-style-type: none"> • Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees. • Create and maintain a “commuter club” to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work. • Inform employees of public transit and commuting services available to them (e.g., social media, signage). • Provide on-site transit pass sales and discounted transit passes. • Guarantee a ride home. • Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted. • Coordinate with the Riverside Transit Agency and employers in the surrounding area to maximize the benefits of the TDM program. • Implement a commute trip reduction (CTR) program to provide employees assistance in using alternative modes of travel and provide incentives to encourage employee usage. The CTR program would be a multi-strategy 	Prior to issuance of certificate of occupancy and annually thereafter	Confirmation that annual approved SCAQMD Rule 2202 report or other sufficient proof of compliance with Rule 2202 is submitted	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	program that could include the following individual measures: <ul style="list-style-type: none"> ○ Carpooling encouragement ○ Ride-matching assistance ○ Preferential carpool parking ○ Flexible work schedules for carpools ○ Half-time transportation coordinator ○ New employee orientation of trip reduction and alternative travel mode options ○ Vanpool assistance ○ Bicycle end-trip facilities (parking and lockers) 						
	MM 3-8 Prior to the issuance of a building permit, the Project Applicant shall provide evidence to the City of Perris Building Division that loading docks are designed to be compatible with SmartWay trucks.	Prior to issuance of building permits	Confirmation that loading docks are designed to be compatible with SmartWay trucks	City of Perris Building Division			
	MM 3-9 Upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding: <ul style="list-style-type: none"> • Building energy efficiency, solid waste reduction, recycling, and water conservation. • Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting. • Participation in the Voluntary Interindustry Commerce Solutions (VICS) "Empty Miles" program to improve goods trucking efficiencies. • Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling. • The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity. 	Prior to issuance of certificate of occupancy and annually thereafter	Confirmation that tenants have been provided with required information	City of Perris Planning Division			
	MM 3-10 Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with an on-site signage program that clearly identifies the required on-site circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways.	Prior to issuance of building permits Prior to issuance of certificate of occupancy	Review and approval of site signage program Inspection to confirm signs have been posted	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	MM 3-11 Prior to issuance of certificate of occupancy, the City of Perris Building Division shall confirm that signs clearly identifying approved truck routes have been installed along the truck routes to and from the Project area.	Prior to issuance of certificate of occupancy	Inspection to confirm signs have been installed	City of Perris Building Division			
	MM 3-12 Prior to issuance of an certificate of occupancy, the Project Applicant shall install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Municipal Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 24 hours.	Prior to issuance of certificate of occupancy	Inspection to confirm sign has been installed	City of Perris Building Division			
	MM 3-13 Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required.	Prior to issuance of building permits	Confirmation that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available	City of Perris Building Division			
Expose sensitive receptors to substantial pollutant concentrations.	Applicable PVCCSP Mitigation Measures Refer to previously referenced mitigation measures MM Air 1 through MM Air 10.						
	MM Air 15 To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with TRUs [Transport Refrigeration Units] per day, or TRU operations exceeding 300 hours per week, and that are subject to CEQA and are located adjacent to sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile-source traffic generated by that implementing development project. The results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project	Mitigation measure completed with preparation of the Draft EIR.					

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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Biological Resources							
Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	Applicable PVCCSP Mitigation Measures						
	<p>MM Bio 1 In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all PVCC implementing development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species.</p> <p>If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the implementing project area and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.</p>	<p>Mitigation measure required only between February 1 and August 31</p> <p>No more than 30 days prior to issuance of a grading permit</p>	<p>Pre-activity field survey report provided to City of Perris</p>	<p>City of Perris Planning Division</p>			
	<p>MM Bio 2 Project-specific habitat assessments and focused surveys for burrowing owls would be conducted for implementing development or infrastructure projects within burrowing owl survey areas. A pre-construction survey for resident burrowing owls would also be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities within those portions of implementing project sites containing suitable burrowing owl habitat and for those properties within an implementing project site where the biologist could not gain access. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity would be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.</p>	<p>Project-specific habitat assessments and focused surveys, if required, will be prepared in conjunction with development applications as part of the CEQA process</p> <p>Pre-construction surveys to be conducted no</p>	<p>Habitat assessments, focused surveys, pre-construction surveys to be provided to City of Perris Planning Division</p>	<p>City of Perris Planning Division</p>			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<p>If active nests are identified on an implementing project site during the pre-construction survey, the nests shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.</p> <p>If burrowing owls occupy any implementing project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Division and the CDFW. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The implementing project area shall be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The CDFW shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation. If avoidance is infeasible, then a DBESP would be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation would still be required following accepted protocols. Take of active nests would be avoided, so it is strongly recommended that any relocation occur outside of the nesting season.</p>	more than 30 days prior to grading or construction activities					
Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	<p>Applicable PVCCSP Mitigation Measures</p> <p>MM Bio 3 Project-specific delineations will be required to determine the limits of ACOE, RWQCB, and CDFG jurisdiction for implementing projects that may contain jurisdictional features. Impacts to jurisdictional waters will require authorization by the corresponding regulatory agency. If impacts are indicated in an implementing project-specific delineation, prior to the issuance of a grading permit, such implementing projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the ACOE, a Section 401 Water Quality</p>	Prior to issuance of grading permits	Confirmation that required permits have been obtained	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance			
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	Certification from the RWQCB, and a Section 1602 Streambed Alteration Agreement from CDFG.							
	Additional Project-Level Mitigation Measures							
	MM 4-1 Prior to issuance of grading permits, the Project Applicant shall obtain the appropriate permits/approvals from the regulatory agencies, including a RWQCB Section 401 Water Quality Certification and CDFW Section 1602 Streambed Alteration Agreement for impacts to jurisdictional areas, and RCA review/approval of impacts to MSHCP riverine resources. As part of the permitting process, it is expected that the regulatory agencies shall require compensatory mitigation for permanent impacts to 0.18-acre of jurisdiction and MSHCP riverine resources, none of which consist of jurisdictional wetlands through the purchase of mitigation credits (0.18 acre) at the Riverpark Mitigation Bank. In the event that compensatory mitigation credits are not available from the Riverpark Mitigation Bank at the time of proposed work commencement, the Project Applicant shall coordinate with the regulatory agencies, the City and RCA to secure alternate mitigation totaling a minimum of 0.18 acre at another approved mitigation bank or in-lieu fee program.	Prior to the issuance of grading permits	Confirmation that required permits have been obtained Confirmation that permit requirements have been completed.	City of Perris Planning Division				
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.	Applicable PVCCSP Mitigation Measures							
	MM Bio 4 Project specific mapping of riparian and unvegetated riverine features will be required for implementing projects pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of riparian/riverine areas. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP covered species. Riparian vegetation will also need to be evaluated for the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo.	Mitigation measure completed with preparation of the Draft EIR.						
	Additional Project-Level Mitigation Measures Refer to mitigation measure MM 4-1							
	MM 4-2 As identified in RR 10-2, prior to grading plan approval and the issuance of grading permits by the City, the Project proponent shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing	Prior to approval of grading plan and issuance of grading permits	Submittal of SWPPP and grading plan approval	City of Perris City Engineer				

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<p>specific measures to control erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. In addition to the BMPs to be implemented in the SWPPP identified RR 10-2, the following additional BMPs shall be implemented to protect Riparian/Riverine resources:</p> <ul style="list-style-type: none"> • Permittee shall prohibit the use of erosion control materials potentially harmful to fish and wildlife species, such as mono-filament netting (erosion control matting) or similar material, within and adjacent to jurisdictional areas. • All fiber roles , straw waddles, and/or hay bales utilized within and adjacent to the project site shall be free of non-native plant materials. • Permittee shall comply with all litter and pollution laws. All contractors, subcontractors, and employees shall also obey these laws and it shall be the responsibility of Permittee to ensure compliance. • Permittee shall not allow water containing mud, silt, or other pollutants from grading, aggregate washing, or other activities to enter a lake, streambed, or flowing stream or be placed in locations that may be subjected to high storm flows. • Spoil sites shall not be located within a lake, streambed, or flowing stream or locations that may be subjected to high storm flows, where spoil shall be washed back into a lake, streambed, or flowing stream where it will impact streambed habitat and aquatic or riparian vegetation. • Raw cement/concrete or washings thereof, asphalt, paint, or other coating material, oil or other petroleum products, or any other substances which could be hazardous to fish and wildlife resources resulting from Project-related activities shall be prevented from contaminating the soil and/or entering the waters of the State. These materials, placed within or where they may enter a lake, streambed, or flowing stream by Permittee or any party working under contract or with the permission of Permittee, shall be removed 						
	<p>MM 4-3 Prior to grading plan approval and the issuance of grading permits by the City, the Project proponent shall provide</p>	<p>Prior to approval of grading plan and</p>	<p>Confirmation that these requirements are included in</p>	<p>City of Perris City Engineer</p>			

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	evidence to the City that the following provisions have been added to construction contracts for the Project: <ul style="list-style-type: none"> • Construction worker training shall be provided by a qualified biologist at the first pre-construction meeting, and • No equipment shall be operated in areas of flowing water. 	issuance of grading permits	Contractor Specifications				
Cultural Resources							
Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.	Applicable PVCCSP Mitigation Measures						
	<p>MM Cultural 1 Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Phase I Cultural Resources Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional archeologist shall be submitted to the City of Perris Planning Division for review and approval. The Phase I Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Phase I Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following:</p> <ol style="list-style-type: none"> 1. Records searches at the Eastern Information Center (EIC), the National or State Registry of Historic Places and any appropriate public, private, and tribal archives. 2. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC. 3. Field survey of the implementing development or infrastructure project site. <p>The proponents of the subject implementing development projects and the professional archaeologists shall also contact the local Native American tribes (as identified by the California Native Heritage Commission and the City of Perris) to obtain input regarding the potential for Native American resources to occur at the project site.</p> <p>Measures shall be identified to mitigate the known and potential significant effects of the implementing development or infrastructure project, if any. Mitigation for</p>	Mitigation measure completed with preparation of the Draft EIR..					

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	<p>historic resources shall be considered in the following order of preference:</p> <ol style="list-style-type: none"> 1. Avoidance. 2. Changes to the structure provided pursuant to the Secretary of Interior's Standards. 3. Relocation of the structure. 4. Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standard if demolition is allowed. <p>Avoidance is the preferred treatment for known and discovered significant prehistoric and historical archaeological sites, and sites containing Native American human remains. Where feasible, plans for implementing projects shall be developed to avoid known significant archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, the implementing projects shall be designed and landscaped in a manner, which would ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native American human remains shall be placed within permanent conservation easements or dedicated open space areas.</p>						
	<p>Additional Project-Level Mitigation Measures</p> <p>MM 5-1 Prior to the issuance of grading permits, the project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject property and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site improvement areas until the archaeologist has been approved by the City.</p> <p>The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall</p>	Prior to issuance of grading permits and during subsurface excavation	Confirmation of professional archaeologist retention/ ongoing monitoring/ submittal of Report of Findings	City of Perris Planning Division			

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					Initials	Date	Remarks
	<p>be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources. The archaeological monitor will continually assess the potential for resources throughout the course of ground disturbing activities and shall have the power to modify or reduce the level of monitoring should the potential to encounter resources be significantly reduced.</p> <p>In the event that archaeological resources are discovered at the project or within the off-site improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.</p> <p>If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, the Rincon Band of Mission Indians, and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Rincon Band of Mission Indians, or the Pechanga Band of Luiseño Indians shall be retained to assist the project archaeologist in the significance determination of the Native American resource as deemed possible. The designated Luiseño tribal representative will be given adequate time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.</p>						

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<p>In the event that human remains are discovered at the project or within the off-site project improvement areas, Project-level mitigation measure MM 5-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.</p> <p>Native American artifacts that are relocated/reburied at the project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied onsite and in an area of permanent protection to be agreed upon between sponsor and the designated Native American representative, if requested, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.</p> <p>Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.</p> <p>Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.</p> <p>Once grading activities have ceased or the archaeologist determines that monitoring is no longer necessary, monitoring activities can be discontinued following notification to the City of Perris Planning Division.</p> <p>A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, [EIC] and the Luiseño tribe(s) involved with the project.</p>						

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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Disturb any human remains, including those interred outside of formal cemeteries.	Additional Project-Level Mitigation Measures						
	<p>MM 5-2 In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).</p> <p>If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98l and 5097.94(k)).</p> <p>The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the Eastern Information Center (EIC).</p>	During construction activities	Confirmation of coroner and NAHC contact and submittal of Report of Findings, if applicable	City of Perris Planning Division			
Energy							
Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation.	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>Previously referenced mitigation measures MM Air 19 and MM Air 20</p>						

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.							
Geology and Soils							
<p>Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:</p> <p>ii) Strong seismic ground shaking.</p> <p>iii) Seismic-related ground failure, including liquefaction.</p> <p>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.</p> <p>Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.</p>	<p>Applicable PVCCSP Mitigation Measure</p> <p>MM Geo 1 Concurrent with the City of Perris' review of implementing development projects, the Project proponent of the implementing development Project shall submit a geotechnical report prepared by a registered geotechnical engineer and a qualified engineering geologist to the City of Perris Public Works/Engineering Administration Division for its review and approval. The geotechnical report shall assess the soil stability within the implementing development project affecting individual lots and building pads, and shall describe the methodology (e.g., over-excavated, backfilled, compaction) being used to implement the project's design.</p>				Mitigation measure completed with preparation of the Draft EIR.		
	<p>Additional Project-Level Mitigation Measures</p> <p>MM 7-1 Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on- and off-site subsurface excavation that exceeds five (5) feet in depth below the pre-grade surface. Selection of the paleontologist shall be</p>	<p>Prior to issuance of grading permits</p> <p>Ongoing monitoring during</p>	<p>Confirmation of professional paleontologist retention/ ongoing monitoring/</p>	<p>City of Perris Planning Division</p>			
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.							

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<p>subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the site or within off-site Project improvement areas until the paleontologist has been approved by the City.</p> <p>Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.</p> <p>Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.</p> <p>A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.</p>	subsurface excavation	submission of Report of Findings				
Greenhouse Gas Emissions							
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<p>Applicable PVCCSP Mitigation Measures Previously referenced mitigation measures MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM Air 11, MM Air 12, MM Air 13, MM Air 14, MM Air 18, MM Air 19, and MM Air 20.</p> <p>Additional Project-Level Mitigation Measures Previously referenced mitigation measures MM 3-1 through MM 3-13.</p>						
Hazards and Hazardous Materials							
Create a hazard through reasonably foreseeable upset and accident conditions.	<p>Applicable PVCCSP Mitigation Measures</p>						

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	MM Haz 7 Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.	During construction	Submittal of soil characterization information Evidence that remediation has been completed	City of Perris Building Division			
Emit hazards within one-quarter mile of an existing or proposed school.	Applicable PVCCSP Mitigation Measures						
	MM Haz 1 Any proposed industrial uses located within one-quarter mile of Val Verde High School (located at 972 Morgan Street, between Nevada Road and Webster Avenue, Perris, CA) or any other existing or proposed school shall perform project-level CEQA review to determine the potential for project specific impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste.	Mitigation measure completed with preparation of the Draft EIR.					
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.	Applicable PVCCSP Mitigation Measures						
	MM Haz 2 Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the MARB/March Inland Port Airport Authority.	Prior to the earliest of recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act	Confirmation of conveyance of avigation easement provided	City of Perris Planning Division			
	MM Haz 3 Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.	During plot plan/architectural plan review	Review and approval of site lighting plans	City of Perris Planning Division			
	MM Haz 4 The following notice shall be provided to all potential purchasers and tenants:	Prior to certificate of occupancy for buildings and	Confirmation that purchasers and tenants have been	City of Perris Planning Division			

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	<p>"This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)."</p>	tenant improvements	provided the required notice				
	<p>MM Haz 5 The following uses shall be prohibited:</p> <p>a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.</p> <p>b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.</p> <p>c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.</p> <p>d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.</p>	During plot plan/architectural plan review	<p>Approved plan</p> <p>Confirmation that prohibited uses and actions are included in executed lease agreements</p>	City of Perris Planning Division			
	<p>MM Haz 6 A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Division in order to determine whether any implementing project-related vertical structures or construction equipment would encroach into the 100-to-1 imaginary surface surrounding the MARB. If it is determined that there would be an encroachment into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division would work with FAA to resolve any adverse</p>	A minimum of 45-day prior to submittal of an application for a building permit	Evidence that FAA Form 7460-1 has been filed for construction equipment, if needed	City of Perris Planning Division			

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	effects on aeronautical operations.						
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	<p>Applicable PVCCSP Mitigation Measures</p> <p>Previously referenced mitigation measure MM Air 2.</p>						
Hydrology and Water Quality							
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality	Applicable Standard Regulatory Requirements						
	<p>RR 10-1 Prior to grading plan approval and the issuance of a grading permit, the Project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities.</p>	Prior to approval of grading plan and issuance of grading permits	Evidence that a NOI has been filed with Regional Water Quality Control Board and grading plan approval	City of Perris City Engineer			
	<p>RR 10-2 Prior to grading plan approval and the issuance of a grading permit by the City, the Project proponent shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control on- and off-site erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:</p> <ul style="list-style-type: none"> • Sediment discharges from the site may be controlled by the following: sandbags; silt fences; straw wattles and temporary debris basins (if deemed necessary); and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP. • No materials of any kind shall be placed in drainage ways. • Materials that could contribute nonvisible pollutants to storm water must be contained, elevated, and placed in temporary storage containment areas. • All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per Regional Board standards to eliminate any discharge from the site. Stockpiles will be surrounded by silt fences. 	Prior to approval of grading plan and issuance of grading permits	Submittal of SWPPP and grading plan approval	City of Perris City Engineer			

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	<ul style="list-style-type: none"> The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance. Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary. The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time. <p>In the event that it is not feasible to implement the above BMPs, the City of Perris can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.</p>						
	<p>RR 10-3 Prior to issuance of grading permits, the Project proponent shall provide evidence to the City that the following provisions have been added to construction contracts for the Project:</p> <ul style="list-style-type: none"> The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and have the log on site to be reviewed by the City of Perris and the representatives of the Regional Water Quality Control Board. 	Prior or issuance of grading permits	Inclusion of BMPs performance and documentation requirement in contractor specifications	City of Perris City Engineer			
	<p>RR 10-4 Prior to grading plan approval and issuance of a grading permit by the City, the Project proponent shall receive approval from the City of Perris for a Final Water Quality Management Plan (Final WQMP) for each site plan. The Final WQMP shall specifically identify pollution-prevention, site-design, source-control, and treatment-control BMPs that shall be used on site to control predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Perris can make a determination that other BMPs shall provide equivalent or superior treatment either on or off site.</p>	Prior to approval of grading plan and issuance of grading permits	Review and approval of Final WQMP	City of Perris City Engineer			
Noise							
<i>Applicable PVCCSP Mitigation Measures</i>							

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	MM Noise 1 During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers consistent with manufacturer's standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site	During excavation and grading	Confirmation that this requirement is included in Contractor Specifications Periodic inspection reports	City of Perris Building Division			
	MM Noise 2 During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closest sensitive receptor.	Stockpile and staging area identified during development application/ plot plan approval process During construction approved stockpile and staging area used	Confirmation that these requirements are included in Contractor Specifications Review and approval of grading plans with designated stockpile and staging areas Periodic inspection reports	City of Perris Building Division			
	MM Noise 3 No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.	During construction	Confirmation that this requirement is included in Contractor Specifications Periodic inspection reports	City of Perris Building Division			
	MM Noise 4 Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.	During construction	Confirmation that this requirement is included in Contractor Specifications Periodic inspection reports	City of Perris Building Division			

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Additional Project-Level Mitigation Measures							
	<p>MM 12-1 Prior to the start of grading activities, the Project contractor shall install an 8-foot-high noise barrier (temporary or permanent) at the southern Project site boundary for the duration of construction activities. The limits of the noise barrier are shown on Figure 4.12-4, Construction Noise Mitigation Measures, of the Draft EIR. The noise control barrier shall include the following:</p> <ul style="list-style-type: none"> • The noise control barriers must present a solid face from top to bottom. • The noise barriers shall be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired. • The temporary noise barrier shall be constructed using one of the following materials with no decorative cutouts or line-of-sight openings between shielded areas and the noise source: <ul style="list-style-type: none"> ○ An acoustical blanket (e.g., vinyl acoustic curtains, quilted blankets, or equivalent) attached to the construction site perimeter fence or equivalent temporary fence posts. • The permanent noise barrier shall be constructed using one of the following materials with no decorative cutouts or line-of-sight openings between shielded areas and the noise source: <ul style="list-style-type: none"> ○ Masonry block; ○ Glass (1/4-inch-thick), or other transparent material with sufficient weight per square foot; ○ Earthen berm; ○ Any combination of these construction materials. 	Prior to issuance of grading permits	Confirmation that noise control barrier has been installed	City of Planning Division			
Transportation							
	<p>Applicable PVCCSP Mitigation Measures</p> <p>MM Trans 3 Each implementing development project shall participate in the phased construction of off-site traffic signals through payment of that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which includes the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.</p>	Prior to issuance of a building permit	Confirmation that the applicant has paid the required fees	City of Perris Planning & Engineering Department			
Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.							

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<p>MM Trans 4 Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.</p>	<p>Mitigation measure completed with preparation of the Draft EIR; refer to PDF 13-3.</p>					
	<p>MM Trans 5 Bike racks shall be installed in all parking lots in compliance with City of Perris standards.</p>	Prior to issuance of certificate of occupancy	Bike racks installed per City standards	City of Perris Building Division			
	<p>MM Trans 8 Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD.</p>	Development review process	Confirmation of credit agreement	City of Perris Planning & Engineering Department			
	<p>Project Design Feature</p>						
	<p>PDF 13-3 The Project Applicant shall provide an ADA compliant bus turnout on the south side of Ramona Expressway just west of the intersection Webster Avenue. The bus turnout shall adhere to the Riverside Transit Agency Bus Stop Design Guidelines.</p>	Development review process	Confirmation of bus stop on street improvement plans Confirmation of constructed bus turnout	City of Planning & Engineering Department			
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or	<p>Applicable PVCCSP Mitigation Measures Previously referenced MM Air 2</p>						
	<p>MM Trans 1 Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed</p>	During construction	City acceptance of constructed roadways	City of Perris Planning & Engineering Department			

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incompatible uses (e.g., farm equipment).							
	<p>MM Trans 2 Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.</p>	During review of final grading, landscape and street improvement plans	Review and approval of final grading, landscape, and street improvement plans	City of Perris Planning & Engineering Department			
	Project Design Features						
	<p>PDF 13-1 Prior to the issuance of certificate of occupancy, the Project proponent shall have constructed the roadway improvements outlined below. These roadways shall be improved consistent with the PVCCSP and the City of Perris General Plan's Circulation Element. The Project shall improve these roadways as required by the final Conditions of Approval for the Project and applicable City of Perris standards.</p> <ul style="list-style-type: none"> Construct Ramona Expressway at its ultimate half-section width (92-foot right-of-way) as an Expressway (184-foot right-of-way) between Nevada Avenue and Webster Avenue. Project improvements along Ramona Expressway shall include landscaping and an 8-foot Class I multipurpose trail in conjunction with a 12-foot acceleration/deceleration lane plus 10-foot shoulder. Improvements along Ramona Expressway shall also include the construction of raised median and would ultimately accommodate three travel lanes in the eastbound direction with auxiliary acceleration and deceleration lanes along the Project's frontage. Frontage improvements shall also include an approximately 6- to 7-foot landscaped areas on either side of an 8-foot meandering Class I multipurpose trail along with 2-feet on either side of decomposed granite as a buffer between the landscaping and trail. The improvements along Ramona Expressway shall include a third westbound through lane between Nevada Avenue and Webster Avenue; the lane configuration shall transition back to two lanes before reaching Nevada Avenue Construct Nevada Avenue at its ultimate half-section width (33-foot right-of-way) as a Collector (66-foot right-of-way) between Ramona Expressway and the southern Project boundary. Project improvements along Nevada Avenue shall include accommodating a two-way left turn lane, landscaping, and an 8-foot Class I multipurpose trail adjacent to the Project. The half-section improvement along the Project's frontage includes an additional 5-foot easement to 	Prior to issuance of certificate of occupancy	Confirmation that the roadway improvements have been installed	City of Perris Planning & Engineering Department			

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	<p>accommodate 3-feet of the proposed Class I multipurpose trail and 2-feet of decomposed granite. Lastly, frontage improvements along Nevada Avenue shall include 4-feet of landscaping between the traveled way and the Class I multipurpose trail in conjunction with 2-feet of decomposed granite on either side of the Class I multipurpose trail.</p> <ul style="list-style-type: none"> • Webster Avenue is currently constructed to its ultimate half-section width as a Secondary Arterial (94-foot right-of-way) between Ramona Expressway and the southern Project boundary. The Project shall install landscaping and an 8-foot Class I multipurpose trail adjacent to the Project. Frontage improvements along Webster Avenue shall include 4-feet of landscaping between the travel way and the Class I multipurpose trail in conjunction with 2-feet of decomposed granite on either side of the Class I multipurpose trail. 						
	<p>PDF 13-2 Prior to the issuance of certificate of occupancy, the Project proponent shall have constructed the site adjacent access improvements outlined below, consistent with the PVCCSP and the City of Perris General Plan's Circulation Element. The proposed Project shall improve these roadways as required by the final Conditions of Approval for the proposed Project and applicable City of Perris standards</p> <ul style="list-style-type: none"> • Nevada Avenue & Ramona Expressway – Install a traffic signal and accommodate crosswalks on all applicable approaches in conjunction with Americans with Disabilities Act (ADA) compliant ramps to connect the surrounding pedestrian facilities with those to be implemented by the Project (Class I multipurpose trail). Project to construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: Construct a left turn lane with a minimum of 100-feet of storage. • Nevada Avenue & Driveway 1 – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the westbound approach, and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: One shared through-right turn lane. ○ Southbound Approach: One left turn lane with a minimum of 50-feet of storage and one through lane. 	<p>Prior to issuance of certificate of occupancy</p>	<p>Confirmation that the site access improvements have been made</p>	<p>City of Perris Planning & Engineering Department</p>			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<ul style="list-style-type: none"> ○ Westbound Approach (Project Driveway 1): One shared right-left turn lane. ● Nevada Avenue & Driveway 2 – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the westbound approach, and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: One shared through-right turn lane. ○ Southbound Approach: One left turn lane with a minimum of 50-feet of storage and one through lane. ○ Westbound Approach (Project Driveway 2): One shared right-left turn lane. ● Nevada Avenue & Driveway 3 – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the westbound approach, and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: One shared through-right turn lane. ○ Southbound Approach: One left turn lane (storage to be accommodated within the painted median) and one through lane. ○ Westbound Approach (Project Driveway 3): One shared right-left turn lane. ● Nevada Avenue & Driveway 4 – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the westbound approach, and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: One shared through-right turn lane. ○ Southbound Approach: One left turn lane (storage to be accommodated within the painted median) and one through lane. ○ Westbound Approach (Project Driveway 4): One shared right-left turn lane. ● Driveway 5 & Ramona Expressway – Install a traffic signal and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach (Driveway 5): One left turn lane and one right turn lane. 						

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<ul style="list-style-type: none"> ○ Eastbound Approach: Three through lanes and a right turn deceleration lane with a minimum of 250-feet of storage. ○ Westbound Approach: One left turn lane with a minimum of 300-feet of storage and three through lanes. <p>Project to also accommodate crosswalks on all applicable approaches in conjunction with Americans with Disabilities Act (ADA) compliant ramps to connect the surrounding pedestrian facilities with those to be implemented by the Project (Class I multipurpose trail).</p> <ul style="list-style-type: none"> ● Driveway 6 & Ramona Expressway – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the northbound approach, and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Eastbound Approach: Three through lanes and a shared through-right turn lane. ○ Westbound Approach: Three through lanes. ● Webster Avenue & Ramona Expressway – Maintain the existing traffic control and modify the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: Increase the storage to accommodate 250-feet for the northbound left turn lane. ○ Eastbound Approach: Construct a 2nd left turn lane and accommodate a minimum of 215-feet of storage and a trap right turn lane. ○ Westbound Approach: Modify the left turn storage to accommodate 400-feet. ○ Maintain the existing crosswalks (no crosswalk across the west leg). ● Webster Avenue & Driveway 7 – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the eastbound approach, and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: One left turn lane (storage to be accommodated within the painted median) and two through lanes. ○ Southbound Approach: One through lane and a shared through-right turn lane. 						

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<ul style="list-style-type: none"> ○ Eastbound Approach (Driveway 7): One shared left-right turn lane. ● Webster Avenue & Driveway 8 – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the eastbound approach, and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: One left turn lane (storage to be accommodated within the painted median) and two through lanes. ○ Southbound Approach: One through lane and a shared through-right turn lane. ○ Eastbound Approach (Driveway 8): One shared left-right turn lane. <p>On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project area. Sight distance at each Project access point shall be reviewed with respect to City of Perris and PVCCSP sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.</p>						
	<p>PDF 13-4 Prior to the issuance of certificate of occupancy for the industrial use, the Project Applicant shall construct the truck access roadway improvements at the following driveways to provide the necessary curb radii to accommodate a truck with a 67-foot wheelbase (WB-67).</p> <ul style="list-style-type: none"> ● Nevada Avenue and Driveway 2 shall be 50-feet wide and shall have a 35-foot curb radius on the northeast and southeast corners. ● Nevada Avenue and Driveway 3 shall be 50-feet wide and shall have a 35-foot curb radius. 	Prior to issuance of certificate of occupancy	Confirmation that site access improvements have been made	City of Planning & Engineering Division			
Be inconsistent or conflict with CEQA Guidelines Section 15064.3 subdivision (b).	<p>Additional Project-Level Mitigation Measures</p> <p>Previously referenced mitigation measure MM 3-7</p>						
Result in inadequate emergency access.	<p>Applicable PVCCSP Mitigation Measures</p> <p>Previously referenced mitigation measure MM Air 2</p>						
Tribal Cultural Resources							
Cause a substantial adverse change in the significance of a tribal cultural resource defined in	<p>Additional Project-Level Mitigation Measures</p> <p>Previously referenced mitigation measures MM 5-1 and MM 5-2</p>						

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe.							